

SIX WEEKS' WORK WASTED

The Atchison Road Withdraws from the Western Passenger Association.

All the Time Spent in Endeavoring to Agree on World's Fair Rates Thrown Away—Railway Traffic in the Indiana Gas Belt.

All the work done by the Western Passenger Association for the last six weeks went by the board yesterday. All the members of the association threw up their hands and gave up hope of an immediate adjustment of world's fair rates. The cause of the collapse was the announcement by Passenger Traffic Manager White, of the Atchison road, at the meeting in Chicago, yesterday, that his company would, at the expiration of thirty days, withdraw from its membership in the association. Later in the day Mr. White sent to Chairman Caldwell the formal written notice of withdrawal. The course of the Atchison is the legitimate outcome of the events of the last few days. Mr. White declared that he withdrew from the association because he could not secure protection in world's fair rates west of the Missouri river, where his line does its largest business. He declared that it would be a difficult thing to maintain rates from the Missouri river to Chicago and return. With a demoralized condition of affairs west of the river because of commission charges in Kansas or Colorado points, the rates from the Missouri river could be broken down. He demanded that the lines east of the Missouri river protect the interests of the Atchison west of the river, and in return the Atchison would protect rates east of the river. The entire matter hinged on the attitude of the Denver & Rio Grande, which in itself amounted to but little. Backed as it was, however, by the Burlington and Rock Island, it became a potent factor. The Denver & Rio Grande absolutely refused to join the association unless its local traffic with the Colorado points was settled. The Burlington and Rock Island took the stand that an agreement without the Denver & Rio Grande, the Atchison claimed that the Denver & Rio Grande had declared that it was willing to join the Western Passenger Association with local matters excepted. The breach was too wide to be bridged, and the Atchison pulled out. The Atchison declares that it has withdrawn from the association, not with any intention of making war, but simply to protect revenues. It will not be a red-handed murderer of rates.

Growth of Traffic in the Natural Gas Belt.
D. T. Bacon, general manager of the Indiana Gas Service Association, has, in the last few weeks, been visiting railroad junction points in the natural gas territory, to arrange for establishing car service rules, and says the growth of both passenger and freight traffic as Muncie, Anderson, Kokomo, Marion, Hartford City and numerous other points has been surprising. At Muncie, five years ago, there was probably one carload of freight delivered daily, and two carloads shipped; now the daily average delivery is fifty to sixty carloads of freight, and twenty to thirty carloads shipped. Of course, the deliveries of rough material to the manufacturers require more cars than do the shipments of finished products. The same statement will apply to Anderson. The increase in freight traffic at all these points is equally surprising, and with the increase in freight business passenger traffic has increased. A few years ago, when the receipts from sales of tickets at either Kokomo or Anderson were \$2,000 per month, it was considered good business; now they range from \$7,000 to \$8,000 a month on the old Bee-line alone.

Peru After Another Railroad.
A meeting of the business men of Peru, in the interest of the proposed Chicago, Indiana & Eastern railway, was held this week, and, from the active interest taken, there is every reason to believe that the line will shortly be built from that city to Muncie. Mayor Zera was chosen chairman of the meeting and F. A. Haimbaugh secretary. The projectors of the line have stated that they would consider a proposition from Miami county in the nature of a tax amounting to \$50,000. It is considered certain that the measure will carry, as all the townships through which the new line would pass are anxious for it. Regarding the rumors which have been current for some time past that the Washington & Erie line would connect with the new Chicago-Detroit line into Chicago, Superintendent Gould, of the eastern division, says: "That he has no idea such a thing will be done, or is under consideration, as the road now in operation is a good one, and will very likely be continued in the same manner in the near future as in the past. There is also no remotest probability that the Andrews shops and division headquarters will be brought to Peru at the present time."

Personal, Local and General Notes.
W. H. Fisher, general passenger agent of the Columbus & Hoeking Valley, is in the city.

Some changes in division superintendents on the Cincinnati, Hamilton & Dayton are rumored.
J. J. Turner, superintendent of the Pittsburgh division of the Pennsylvania lines, is visiting friends in the city.
J. E. Valley, general agent of the freight department of the Chicago, Burlington & Quincy, is in the city on official business.

The interlocking switch and signal of the Big Four at the crossing of the Columbus & Sandusky short-line is completed, and will be put in service next week.

The Columbus & Sandusky short-line is almost completely finished, and its trains run by men who have in the past been employed on the Columbus & Hoeking Valley road.

It cost \$50 to furnish the soap and towels used in the different departments of the Union Station last year. Mr. Cannon says this expense ranges regularly from \$300 to \$500 a year.

Work will be begun immediately on the Indianapolis, Bloomington & Ellettsville railroad. A gang of colored workmen arrived at Mitchell, yesterday morning, to begin work.

The Lake Erie & Western has adjusted the difference with the section men on the eastern division, advancing their pay 10 cents a day and the foremen are to receive \$2.50 per day.

M. L. Hufford has been appointed freight and ticket agent of the Vandalia at Brazil.

THE TICKET LINES

Of health should be doubly guarded at this season. The air is thick with chilly mists, the weather is changeable and uncertain.

These conditions are
TERRIBLE DANGER POINTS
For the lungs and pipes. Beware of the cold, the cough, the chest pain, the inflammation.

THE DEADLY PNEUMONIA
The racked lung, the dreaded consumption. Put on duty only the strongest guard, the oldest and most faithful stand-by.

DR. SCHENCK'S PULMONIC SYRUP
Break up your cold at once. Stop your cough. Drive out that inflammation in time. Defy that pneumonia. Cure that consumption.

THE PULMONIC SYRUP
Acts quickest and surest of all remedies on the lungs. The oldest and best approved standard for every lung trouble.

Dr. Schenck's Practical Treatise on Diseases of Lungs, Throat and Croup, free to all applicants. Dr. J. H. Schenck & Son, Philadelphia, Pa.

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Looking Better

feeling better—better in every way. There's more consolation in that than well people stop to ponder. To get back flesh and spirits is every-thing.

Scott's Emulsion
of pure Cod Liver Oil with Hypophosphites is prescribed by leading physicians everywhere for ailments that cause rapid loss of flesh and vital strength.

Scott's Emulsion will do more than to stop a lingering cough—it fortifies the system against coughs and colds.

Prepared by Scott & Borne, N. Y. All druggists.

None Such
CONDENSED Mince Meat

Makes an every-day convenience of an old-time luxury. Pure and wholesome. Prepared with scrupulous care. Highest award at all Pure Food Expositions. Each package makes two large pies. Avoid imitations—and insist on having the NONE SUCH brand.

MERRELL & SOULE, SYRACUSE, N. Y.

TWENTY YEARS THE LEADER!!!
Coughs, Pleurisy, Rheumatism, Lumbago, Back-ache, and all External Ailments removed quickly by

BENSON'S
which is the only POROUS PLASTER that contains powerful and curative modern ingredients. IT IS ABSOLUTELY SAFE and POSITIVE in its action.

Benson's Plaster Prevents Pneumonia. It does not cure chronic ailments in 24 hours, nor does it create an electric battery or current in the system, nor will it cure by merely heating the body, all such claims are made by quacks and humbugs. BENSON'S is endorsed by 5,000 Physicians and Druggists.

CAUTION—Do not be deceived by cheap imitations. Benson's Plaster is made in England. Keep them at home for emergencies.

RAILWAY TIME-TABLES.
Indianapolis Union Station.

Pennsylvania Lines.
Trains Run by Central Time.

Ticket Offices at Station and at corner